United States Department of the Interior

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1792/6763
EA # OR-125-03-08

Decision Record for
Catching Slough County Road Repair
EA # OR-125-03-08

Decision:

My decision is to fund Alternative D (Geo-Textile Fabric) of EA OR-125-03-09 for the road maintenance and fish passage enhancement project located on East Catching Slough Road and Old Wagon Road. The project specifics are as follows:

 Noah Sites: Three field drain culverts will be replaced. Tide gates are currently attached to two of the three pipes. These tide gates will be reinstalled on these two pipes.

 Fish Passage Site #1: A culvert with attached non-functional tide gate will be removed and a larger, aluminized pipe-arch will be installed lower in the road fill. Fish access to 0.25 miles of stream and 2 acres of wetland rearing habitat will be improved.

 Fish Passage Site #2: Two culverts with heavy, wooden, top-hinged tide gates will be removed and replaced by one larger, round culvert with a lighter, "fish friendlier," side-hinged tide gate. The stream channel and ditch system upstream from these structures will be reconnected so that water will drain to a common outlet. The larger pipe and lighter tide-gate will improve drainage and facilitate passage of adult and juvenile fish.

 Fish Passage Site #3: An existing round culvert will be replaced with a much larger aluminized pipe arch. The tide gate superstructure immediately downstream from the existing culvert will be removed and not replaced. The new culvert will improve juvenile access to an existing 14-acre wetland. An existing road to the south of the wetland and a dike to the north will be raised to the level of East Catching Slough Road to accommodate additional water within the wetland.

 Road Fill Failure Sites - Alternative D (Geo-Textile Fabric): In addition to the geo-textile fabric, this design will also utilize welded wire cages, or open-graded rock foundation material as needed to stabilize the new embankment. Use of these materials will be determined through subsurface investigation and consultation with a geotechnical engineer. The Interdisciplinary Team has determined that there would be no additional environmental impacts under Alternative D from the utilization of welded wire cages or open-graded rock foundation material.

This action consists of completely removing the fill material at each site down to an elevation below the existing mudflat. High strength geo-textile fabric, welded wire cages, or open-graded rock foundation material will be utilized to the extent necessary to stabilize the new embankment as determined by subsurface investigation and consultation with a geotechnical engineer. Fill will then be layered to reconstruct the road fill in accordance with the engineered design. This option requires a water control plan to keep the construction isolated from incoming tides.

The design features are accepted as described therein, including:

- Best Management Practices, as outlined in the ODOT Routine Road Maintenance Guide, will be followed. These include, but are not limited to, utilizing silt fencing and straw bales for project site erosion control, seeding and mulching all exposed soils, following Oregon Department of Fish and Wildlife (ODFW) in-stream work windows, and utilizing existing fill in construction to the maximum extent possible. Any removed fill material that is not immediately reusable will be stored at a stable location away from wetlands either near the project site or at the Coos County Enigren Rock Pit.

- Thorough subsurface investigations will be completed prior to implementation of the alternative.

- A water management plan will be developed before implementation of the project to mitigate diurnal tidal impacts on exposed soils.

- If any possible cultural resources are encountered during implementation, work in the vicinity will stop and the Coos Bay BLM District Archaeologist will be notified at once.

- A spill containment kit will be kept on site during equipment operations.

- Refueling of equipment will be kept as far as possible from the slough to prevent direct delivery of contaminants into the water.

- Equipment will be cleaned prior to mobilization to prevent the spread of noxious weeds.

Additional mitigation for the Road Fill Failure Sites:

- Results of the subsurface investigations will determine the precise design configuration for the amount of geo-textile fabric, wire cages, or rock foundation material needed to stabilize the new embankment.

Rationale for Decision:

In conjunction with the Coos County Highway Department and the Coos Watershed Association, I have determined that the Decision as outlined above will meet the goals of the project, will be the most cost-effective solution in the long term, and will provide a long-term repair.

Decision recommended by:

NRSA: */s/ Steven Fowler* Date 07/02/03
Steve Fowler

NRSA: */s/ Ralph Thomas* Date 07/03/03
Ralph Thomas

NRSA: */s/ Kathy Jo Wall* Date: 07/02/03
Kathy Jo Wall

Decision approved by:
Umpqua Field Manager: */s/ M. Elaine Raper* Date: 07/03/03
M. ElaineRaper